APPLICANT'S ARGUEMENT:

Applicant hereby claims priority under 35 U.S.C. 119 of U.S. Provisional Application, Serial Number 60/052,435 filed July 14, 1997, U.S. Patent Application Serial Number 08/953,503 filed October 17, 1997, U.S. Provisional Application Serial Number 60/079,496 filed March 26, 1998, World Intellectual Property Organization Application Number W0 99/48729 and Patent Cooperation Treaty Application Serial Number US99/06666.

The Examiner has rejected claims 65-89 and 93-95 as being unpatentable over Steffens, jr. et al., in viewTurner et al. and Mehney et al.

Regarding the teaching of Steffens, jr. et al, in view of Turner et al., claims 65-89, the crash sensor is presented having a value functionally related to the vehicle's deceleration. The control logistics of their teachings are such that the control means, the position sensing means, and the weight sensing means are configured to operate based on a selected discrete control zone. Where as the teachings of the instant invention is such that the weight sensing unit senses the operating weight value and the supplemental restraint system is configured with the computerized system for analyzing the operating weight and transmitting to the airbag system the appropriate amount the system needs to adjust, so that the deployment force of the airbag and the acceleration will not course further injury to the occupant. The teaching of Steffens, Jr. et al. presents a system structured with methods for controlling an occupant restraint comprising the steps of sensing the positions of the occupant and sensing the weight of the occupant to provide a control signal based on pre-selected discrete control zones. This teaching is provided without enough protection to the occupant, thereby subjecting the occupant to further injuries. Blocks are arranged in a discrete control zones configured with associated regulating control signals whereby outputs are based upon the associated one of the regulated control signals. Even if Steffens, Jr. et al. is combined with Turner et al. teaching by one of ordinary skills, the combination will not produce the teachings of the instant invention. Besides, Turner et al. teaches a network of ICs and a master processor for enabling signal but does not include the seat weight sensing unit configured specifically with a computerized system configured for receiving an operating weight value.

Regarding the teaching of Steffens, jr. et al, in view of Mehney et al., claims 93-95, the parent application of the instant invention has priority over Mehney et al. Besides, Mehney et al. teaches apparatus 10, vehicle seat frame 30, weight sensor apparatus 20, 22, occupant protection device 102, bottom portion 32, and the back portion 34, whereby the occupant's seat bottom portion 32, and the back portion 34 bears the occupant's weight load, but are not structurally configured to bear the occupant's actual weight. Additionally, the weight sensors are positioned to respond to the deflection of the cushion under the influence of the weight of the occupant of the seat, but has no way of presenting the occupants actual weight to enable controlling the deployment force and acceleration of the airbag system such that the airbag is deployed with a force that will not course any further injury to the occupant on the seat. Mehney et al. teaching comprises mounting the weight sensors to depend on the deflection of the seat cushion through elastic behavior rather than allowing the entire magnitude of the occupant/s weight to act on the sensor poisoned between the seat mounting structure and the floor of the vehicle. The teaching of Mehney et al. is desirably structured to depend on the seat cushion as seen on the above mention figure numbers. As such, even if all three combinations of Steffens, Jr. et al., Turner et al., and Mehney et al. are taken by one of ordinary skill, it could not have been obvious to present the teaching of the present invention because the present invention solves a unique problem on automotive restraint by presenting a teaching that measures the actual weight of the occupant to compute a deployment force and acceleration for a seated occupant, and that would not course any further injury to the occupant.

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